

Company Details



Company Details

Name & Registered Office:

ATLAS CONVERTING EQUIPMENT LIMITED
WOLSELEY ROAD
KEMPSTON
BEDFORD
MK42 7XT

Company No. 01276725

Status: Active

Date of Incorporation: 10/09/1976

Country of Origin: United Kingdom

Company Type: Private Limited Company

Nature of Business (SIC(92)):

2924 - Manufacture of other general machinery

Accounting Reference Date: 31/12

Last Accounts Made Up To: 31/12/2002 (FULL)

Next Accounts Due: 31/07/2004 OVERDUE

Last Return Made Up To: 31/05/2004

Next Return Due: 28/06/2005

Last Members List: 31/05/2004

Previous Names:

Date of change

01/03/2004

01/12/1999

Previous Name

VALMET ATLAS PLC

ATLAS CONVERTING EQUIPMENT PLC

Branch Details

There are no branches associated with this company.

Overseas Company Info

There are no Overseas Details associated with this company.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MASSACHUSETTS

CIRIACO PUCILLO,)	
)	
Plaintiff,)	
)	
vs)	CASE NO. 03-CV-12359 MLW
)	
METSO PAPER, INC., and)	
VALMET CONVERTING, INC.,)	
)	
Defendants.)	
_____)	

COPY

DEPOSITION

OF

RICKY K. HOWE

Taken by Plaintiff
Charlotte, North Carolina
February 8, 2005

Reported by: Colleen J. Cain, CSR

Cain & Crane Court Reporters, LLC

Post Office Box 23833

Charlotte, North Carolina 28227

Phone (704) 545-3510 * Fax (704) 545-3950

1 A. Yes.

2 Q. Do you know whether the Atlas slitter
3 which is in the Proma facility, currently in
4 Franklin, Massachusetts, was built in the United
5 States?

6 A. No, it was built in England.

7 Q. So that particular model was not built
8 here?

9 A. Right. We didn't build machines over
10 about three years. Those machines are larger.

11 Q. I can eliminate that whole group of
12 questions --

13 A. I'm trying to help you.

14 Q. Now, once you stopped manufacturing
15 equipment in the United States, it's my
16 understanding that you then went into more of a
17 customer service position?

18 A. That's correct.

19 Q. And you oversaw spare parts?

20 A. That's correct.

21 Q. What do you mean when you say you
22 oversaw spare parts?

23 A. Well, you can imagine a company in
24 England trying to do business in the United
25 States. We needed to be able to manufacture

1 parts and find local parts to be able to sell
2 to -- just to respond quicker to the customers.
3 That was the job they created to keep me, more or
4 less.

5 Q. So customers who would have Atlas
6 slitters in the United States that would need
7 replacement parts would get those through you?

8 A. Yeah.

9 Q. When I say "you," I mean in general,
10 Atlas.

11 A. Right.

12 Q. But specifically that would be part of
13 your job responsibility?

14 A. Yes.

15 Q. And what would you do to obtain the part
16 that they needed?

17 A. Well, it just depended. If it was a
18 mechanical part, you looked at the drawings. If
19 it was something that was capable of being
20 manufactured here without a lot of trouble, we
21 manufactured the parts here. Parts that I
22 thought were a little risky to manufacture here,
23 I would just have them built in the UK.

24 Q. The parts that were manufactured here,
25 are they still being manufactured here?

1 sales manager, but at the same time, he was more
2 or less the manager for the Atlas machines.
3 Again, these time frames, I'm trying to remember.

4 Q. That's okay.

5 A. I'm doing my best with it. I didn't do
6 a lot of study for this.

7 Q. I understand. It's my understanding
8 that Bobst Group is now a sales and service
9 facility?

10 A. Yes.

11 Q. And that they have a physical office in
12 Charlotte; is that correct?

13 A. Yes.

14 Q. And that there is no more manufacturing
15 involved or storage of equipment; is that
16 correct?

17 A. Right. We're office only.

18 Q. And prior to that, Valmet had had some
19 plant facility; is that correct?

20 A. We had a warehouse and a small workshop,
21 but we didn't manufacture any equipment.

22 Q. Did you keep an inventory of spare
23 parts?

24 A. Sure.

25 Q. Do you recall whether Valmet had an

1 inventory of the Infranor drive boards?

2 A. We didn't inventory new drive boards --
3 I'm trying to think -- there was a time period in
4 the early goings when we may have kept a board.
5 But eventually customers, more or less, they
6 bought one or two drives, and they just didn't
7 have to have them right away anymore. They
8 generally had a supply on hand. They may be
9 replacing a drive that had failed. We drive
10 these arms. Typically they had several on a
11 machine. So if one was to go bad, they could
12 just take a drive and run that arm. It wasn't
13 going to stop the equipment. The way we tried to
14 manage the business was to try to have parts on
15 hand that the machine would stop if we couldn't
16 produce a part real quick.

17 Q. Am I correct that Bobst services several
18 different Atlas slitter models?

19 A. Sure.

20 Q. Are you familiar with the Atlas slitter
21 model that was involved in this particular
22 incident?

23 A. Basically, yes.

24 Q. If I were to suggest to you the model
25 CSE1250R, does that sound correct?

1 Q. If the owners of one of the other Atlas
2 slitter rewinders out there in the United States
3 has a problem with their machine, do they call
4 you or do they call Bobst?

5 A. Call us and ask for a technician, yes.

6 Q. And if they need a replacement part,
7 does that go through you as well?

8 A. Yes.

9 Q. I'm just going to skim through some
10 questions here to make sure I don't need to ask
11 you these questions so I can make this a little
12 bit quicker.

13 A. Sure.

14 Q. Are you familiar with how the Atlas
15 slitter rewinder works?

16 A. A little bit.

17 Q. Is that something that's within your job
18 responsibility, to be familiar with the actual
19 workings of the machine?

20 A. Not to where I come to work every day
21 and my responsibility is to know how that machine
22 works. But for what I do every day and having
23 been around it so much, I know something about
24 them, yes.

25 Q. Let me just say, we have already deposed

1 whatever drive they ask for. But as commonplace,
2 we don't use the Infranor drives anymore.

3 Q. What about with customers that have
4 older pieces of equipment that have been using
5 the Infranor drives; are they still continuing to
6 use the Infranor drives?

7 A. Yes, replacement drives.

8 Q. For example, Proma, we know have the
9 Infranor drives, correct?

10 A. Right.

11 Q. And if they were to call you and say, "I
12 need a new drive," that would be an Infranor
13 drive, correct?

14 A. Well, you have to be specific on your
15 machine model and serial number. The records are
16 kept in the UK on all of that. So we would take
17 that and go back and tell England, this is what
18 we're looking for.

19 Q. Let's focus in on the recordkeeping on
20 the serial numbers. What recordkeeping is kept
21 with respect to each order of a replacement
22 drive?

23 A. A copy of the sales order, a copy of the
24 purchase order to the UK, any sort of fax,
25 correspondence, quotations, anything like that,

1 every arm, that sort of thing.

2 Q. Do you know how many arms there are on
3 that particular model?

4 A. No. It could be a lot. A customer
5 tells you what he wants for the machine, if he
6 wants four pairs of arms, six pair of arms. It
7 depends on what he's going to do with the
8 equipment.

9 Q. And are the drive boards modified in
10 order to accommodate the need of the customer?

11 A. I wouldn't know about that particular
12 drive.

13 Q. Do you know whether there were any
14 modifications made to the Infranor drive boards
15 specifically for Proma's application?

16 A. No.

17 Q. That's not something you would be
18 involved with?

19 A. No.

20 Q. If Proma were to call you and say, "We
21 need a new drive," is that something you would
22 handle?

23 A. Sure.

24 Q. And what would you do in order to get
25 them the new drive?

1 A. Serial number. Generally we'd --
2 because of the records we kept in England, it
3 would tell if there was any sort of special setup
4 on anything on any of the drives.

5 Q. The serial number that you're referring
6 to is a serial number for the Atlas slitter,
7 correct, not the Infranor drive board?

8 A. That's right.

9 Q. So that would be your first level of
10 inquire, would be, what is the serial number of
11 the machine that this is going into; is that
12 correct?

13 A. We'd start there, right.

14 Q. And you would communicate with Atlas UK
15 in England, and they would be able to tell you
16 particular to that serial number what
17 modifications need to be made to the board?

18 A. Right.

19 Q. And am I correct that they then purchase
20 the board from Infranor?

21 A. Yes.

22 Q. Are you involved with the process by
23 which Infranor provides Atlas UK with the board?

24 A. No.

25 Q. Do you know whether Atlas communicates

1 with Infranor the modifications that need to be
2 made to the board?

3 A. I don't know that, no.

4 Q. But at some point, modifications are
5 made to the board that are unique to that
6 particular serial number, correct?

7 A. I don't know that for certain.

8 Q. Let's assume hypothetically that that
9 particular serial number does have modifications
10 required for that particular serial number. Do
11 you know whether the Proma serial number, the
12 92036, does that have any indication that
13 modifications are going to be made to those
14 boards?

15 MR. KELLEHER: Objection.

16 You can answer the question, if you can.

17 A. I don't know that, no.

18 Q. So if somebody from Proma calls you, you
19 get the serial number, you call Atlas UK, and you
20 say: I need an Infranor drive board for that
21 serial number, correct?

22 A. That's correct.

23 Q. You don't say anything about
24 modifications, correct?

25 A. To England?

1 Q. To England.

2 A. No.

3 Q. So somewhere in England then, Atlas UK
4 sends you back a board, correct?

5 A. Sure.

6 Q. Do you assume that that board that has
7 come to you has any modifications done to it that
8 needed to be done to it?

9 MR. KELLEHER: Objection.

10 A. I don't have to assume anything at that
11 point in time. There wouldn't be a reason to
12 assume anything. I have done what we've
13 portrayed needed to be done correctly. So
14 there's not an assumption one way or the other.
15 That's the reason I went to England to buy it in
16 the first place. I don't assume the drive is
17 modified. I don't assume anything. I go there
18 and buy that drive because it's the place to go
19 and get it. If any modifications have to be
20 made, or whatever, they would do it there.

21 Q. That's what I'm saying. It's your
22 understanding that any modifications that need to
23 be made are done there, correct?

24 MR. KELLEHER: Objection.

25 A. Right.

1 MR. KELLEHER: He's already testified he
2 doesn't know if modifications need to be done.
3 How can he assume they were done if he doesn't
4 know they have to be done?

5 BY MS. COUNIHAN:

6 Q. Let's just take it in general. Are
7 there any circumstances where a customer orders a
8 board from you that you know that modifications
9 are made to that board?

10 A. Yes.

11 Q. Do any of those involve the Proma
12 Infranor boards?

13 A. That I absolutely know that there's
14 modifications? No.

15 Q. The customers that you do know that
16 there are modifications to be made, where are
17 those modifications made?

18 A. Are you talking Infranor?

19 Q. Yes.

20 A. I would buy them from the UK.

21 Q. Are there any circumstances by which you
22 would do modifications to a board sent to you
23 from Atlas UK before it's sent out to the
24 customer?

25 A. From Infranor?

1 Q. Right now, I'm just talking about
2 Atlas UK. Are there any boards that you get from
3 Atlas UK that you then modify before you send
4 them to the customer?

5 A. There are some printed circuit boards,
6 not drives, but some printed circuit boards, that
7 we add some resistors to.

8 Q. Are there any drives that you get from
9 Atlas UK that you modify before they're sent to
10 the customer?

11 A. Just Infranor?

12 Q. Just drives.

13 A. It would be what your definition is.
14 Because there are drives that we get that are
15 generic drives for smaller machines -- I'm taking
16 you from the grass roots -- that we would end up
17 putting the software into the drive. You're not
18 modifying the drive though. There are other
19 things you do to it. You just put the software
20 into it. But these drives that you're talking
21 about, the Infranor drives, don't have software
22 installed in them. They're just drives. We
23 don't modify any of those.

24 Q. Just so that I can have a single
25 question with respect to the Infranor drive

1 boards, am I correct that Bobst Group, Valmet,
2 and prior to that, Atlas, does not make any
3 modifications to Infranor drive boards once
4 they're received from Atlas UK?

5 A. That's correct.

6 Q. So if I'm understanding this and
7 following this, if Proma calls you and asks for a
8 new board, you simply call Atlas, and whatever
9 takes place in Europe takes place in Europe, but
10 you don't do anything to those boards before you
11 send them back to Proma?

12 A. That's correct.

13 Q. Do you keep any physical records at the
14 North Carolina facility that would indicate
15 whether or not there are any modifications made
16 to the Infranor drive boards before they go to
17 Proma?

18 A. I don't know.

19 Q. Who would have custody of those records?

20 A. Well, the guy you just had here would
21 have been able to answer those questions. I'm
22 not going to guess at this point in time. I'm
23 going to tell you what I know. The salespeople
24 sell the drive, it comes in, and we ship it.

25 Q. When it comes in, do you do any

1 inspection of the drive before you ship it?

2 A. No.

3 Q. So you don't check to see if the
4 switches are set, or anything of that nature?

5 A. No.

6 Q. Do you unwrap them at all to visually
7 inspect them before you ship them?

8 A. Only if -- and this would be for any
9 part -- only if there was obvious damage to the
10 box or obvious -- peanuts are falling out of one
11 end of it, or it's smashed flat or something,
12 would we open it up and inspect it. Because
13 generally coming from the UK, everything is
14 bubble wrapped and put into a nice box. It came
15 in, we looked at it, put a new label on it, and
16 forwarded it on.

17 Q. Am I correct that Bobst/Valmet/Atlas
18 charges more money to Proma for those boards than
19 they pay to Infranor for the boards?

20 MR. KELLEHER: Objection.

21 A. I don't know what they pay for the
22 boards. I don't know.

23 Q. I guess what I'm trying to decide is,
24 why is it that the purchase of a board goes
25 through your facility?

1 MR. KELLEHER: Objection.

2 A. Well, if you had a piece of equipment
3 like a big Atlas slitter and something as
4 important as a driver, if I was the customer, I
5 would want to buy it from the manufacturer.

6 Q. But isn't the manufacturer Infranor?

7 A. I'm talking about the machine
8 manufacturer. I would want to come to the
9 factory to buy something like that. I would.

10 Q. Can a customer call Infranor directly
11 and give them the serial number and get the same
12 board?

13 A. They could.

14 MR. KELLEHER: Objection.

15 BY MS. COUNIHAN:

16 Q. So Infranor, to the best of your
17 knowledge, has the information relative to that
18 particular serial number's modifications, if any?

19 A. Not to Atlas. You wouldn't call up and
20 say: I want to buy an Infranor board for my
21 Atlas slitter from Infranor. You would want to
22 call up and say: I want a -- you would look on
23 it and get the number right off the end of the
24 drive and see if you can buy it direct from
25 Infranor.

1 A. That's correct.

2 Q. And if there was to be a setting done on
3 a switch on the daughter board, would that have
4 been done before it gets to you?

5 A. Sure.

6 Q. And you don't keep any records or have
7 any records that would indicate what settings
8 that switch should be at?

9 A. No.

10 Q. When a board comes in for repair, is
11 that something that you're involved with?

12 A. Yes.

13 Q. That's completely different than
14 somebody calling and ordering a new board,
15 correct?

16 A. Correct.

17 Q. Is it fair to say that if Proma, for
18 example, has a problem with their machine and
19 they can't figure out whether the board has
20 degraded to the point that it's no longer
21 working, they can send it to you for diagnostics?

22 A. Not for diagnostics.

23 Q. What would they send it to you for?

24 A. Not for diagnostics at our facility.

25 They would send it to us, and the intention was

1 to return it to the UK.

2 Q. So you don't perform the repairs on the
3 boards in the United States?

4 A. No.

5 Q. Do you keep records of what boards are
6 sent to the UK for repair?

7 A. Off and on we did.

8 Q. Let me show you some documents and ask
9 you, can you identify those two documents?

10 A. These are -- this is just printed off of
11 one of our computer screens.

12 Q. That being the first page, correct?

13 A. Right. The second one is a document
14 from Van Leer that would have come with the board
15 when it came in.

16 Q. The documents that would come in from
17 Van Leer, would you keep a copy of those in your
18 facility, or would that be sent on to Atlas UK
19 with the board?

20 A. It was done differently through the
21 years. But typically the UK would get a copy of
22 this. At one period of time, we would have kept
23 a copy of this stapled to a repair order, and
24 that changed in and out through the years.

25 MS. COUNIHAN: Can we mark this, please.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MASSACHUSETTS

CIRIACO PUCILLO,)	
)	
Plaintiff,)	
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vs)	CASE NO. 03-CV-12359 MLW
)	
METSO PAPER, INC., and)	
VALMET CONVERTING, INC.,)	
)	
Defendants.)	
_____)	

COPY

DEPOSITION

OF

RONALD DEAN PURCELL

Taken by Plaintiff
Charlotte, North Carolina
February 8, 2005

Reported by: Colleen J. Cain, CSR

Cain & Crane Court Reporters, LLC

Post Office Box 23833

Charlotte, North Carolina 28227

Phone (704) 545-3510 * Fax (704) 545-3950

1 purchase, would that include a new drive board?

2 A. No.

3 Q. In addition to Proma sending boards to
4 Atlas/Valmet/Bobst for repair, under some
5 circumstances, a representative from Atlas,
6 Valmet, or Bobst would go up to the facility in
7 Massachusetts to repair or troubleshoot a
8 problem, correct?

9 A. Correct.

10 Q. Under what circumstances would someone
11 make the trip up to troubleshoot a problem?

12 A. A customer calls and says: We would
13 like to have a technician come up and help us
14 with this problem.

15 Q. Is that type of service what you
16 primarily do?

17 A. Yes.

18 Q. So the bulk of your time is spent
19 traveling around to customers' machines at their
20 request to service problems?

21 A. It's a substantial part of my time, yes.

22 Q. How is the rest of your time spent?

23 A. Installations, new machines going in.
24 Basically we're split between those two things,
25 installation and commissioning and service.

1 unhooked, would that be noted somewhere?

2 A. I can't say for sure.

3 Q. If you were to be doing an inspection of
4 the piece of equipment at the Proma facility and
5 you looked at the drive board, would you know
6 that the switch was unhooked?

7 A. Yes.

8 Q. By looking at it?

9 A. Yes.

10 Q. And would you correct it?

11 A. Yes.

12 MR. KELLEHER: Objection.

13 BY MS. COUNIHAN:

14 Q. I'm just talking in general. I guess
15 what my question is is, are the
16 Atlas/Valmet/Bobst technicians trained to
17 recognize when that switch is not in its proper
18 position?

19 A. I can't say.

20 Q. How did you learn of the proper position
21 of that switch?

22 A. It just seems like something I've always
23 known. I don't know when I picked up that
24 information.

25 Q. Is it fair to say that you had that

1 if you just -- let's just take out that last page
2 since it does not pertain to this case at all.
3 We will remove that one.

4 Am I correct then, for the record, that
5 the first three pages relate to a service call in
6 September of 2000?

7 A. Yes.

8 Q. And am I correct that it appears that
9 John Brook did this service call, as well?

10 A. Yes.

11 Q. And can you tell me, please, on the
12 second page, what the service call was for?

13 A. Service call to troubleshoot and
14 calibrate drive system on Atlas slitter.

15 Q. Can you tell me what that means?

16 A. No.

17 Q. Does it have anything to do with the
18 Infranor drive boards?

19 A. Possibly.

20 Q. What other possible explanations are
21 there for what that particular repair would
22 entail?

23 A. It could be the unwind drive system,
24 like we were discussing earlier. It could be
25 main drive drive system like we didn't discuss

1 A. Yes.

2 Q. The only reason I asked that is if you
3 were at different rates, it might be possible to
4 tell which technician was there based on the rate
5 that was paid.

6 A. No.

7 Q. And on the second page, it indicates:
8 Service call to troubleshoot drive problems on
9 Atlas slitter, correct?

10 A. Correct.

11 Q. Is it fair to say that we can't tell
12 without speaking to Mr. Brook what the drive
13 that's being referred to there is?

14 A. That's correct.

15 Q. Either by speaking to him or finding a
16 note, correct?

17 A. Correct.

18 MS. COUNIHAN: Let's mark that one as
19 Exhibit 5. And that would be, for my file, PUC
20 0594 and 0596.

21 (Plaintiff's Exhibit Number 5 was marked
22 for identification.)

23 BY MS. COUNIHAN:

24 Q. Can you take a look at that package,
25 please.

1 A. (Witness reviewed documents.)

2 Q. Is it fair to say that these two
3 documents pertain to a service visit by John
4 Brook on the Atlas slitter on November 14 to 16,
5 2001?

6 A. Yes.

7 Q. And that's contained on the first page
8 about halfway through, correct?

9 A. Yes.

10 Q. And on the second page, once again, it
11 indicates: Service call for technician to
12 troubleshoot drives on Atlas slitter, correct?

13 A. Correct.

14 Q. And without speaking to Mr. Brook or
15 reviewing a visit report, you don't know what
16 that drive pertains to, correct?

17 A. Correct.

18 Q. Do you have any memory of speaking to
19 Mr. Brook about the problems in 2000 or 2001 with
20 the drives on the Atlas slitter?

21 A. No.

22 MS. COUNIHAN: Let's mark that one as
23 Exhibit 6, and for my file, 0541 and 0542.

24 (Plaintiff's Exhibit Number 6 was marked
25 for identification.)

1 BY MS. COUNIHAN:

2 Q. Are these types of service calls the
3 same type of service call you would do as well?

4 A. Yes.

5 Q. And in the course of doing your service
6 calls, if you were to notice that a switch was in
7 an incorrect position or unhooked, would you
8 correct it?

9 A. Yes.

10 Q. Would you point that out to anyone at
11 the customer's facility?

12 A. Yes.

13 Q. Do you recall whether that was ever done
14 at the Proma facility prior to this accident?

15 A. I don't recall.

16 Q. Do you have any information from any
17 source that that was done at the Proma facility
18 prior to this accident?

19 A. No.

20 Q. The final set of documents pertaining to
21 service calls, if you could just take a look at
22 that.

23 A. (Witness reviewed document.)

24 Wooh.

25 Q. Was the "wooh" because of the price they

1 Q. It's not like a light bulb, where it
2 just goes out and then you know you need to
3 replace it, right?

4 A. Sometimes it is, sometimes it's not.

5 Q. Does Atlas/Valmet provide any training
6 to the electricians at any of the customers'
7 facilities with respect to troubleshooting?

8 A. General troubleshooting, yes, sometimes.
9 We assume that the customer employs capable
10 people who are capable of troubleshooting. We
11 don't teach troubleshooting skills.

12 Q. And in the event that the electricians
13 are not able to correct it, that's when they
14 would either send it back to you or have you come
15 up, correct?

16 A. It could happen that way.

17 Q. What other way could it happen?

18 A. Well, normally, there's another tier of
19 support in a facility like Proma. Not everybody
20 has that extra level of support where they call
21 Greg Hagopian to come out and lend a hand.

22 MS. COUNIHAN: Off the record.

23 (There was a discussion off the record.)

24 BY MS. COUNIHAN:

25 Q. Physically, can you walk me through, how

1 do you change an Infranor drive board?

2 A. There are two circuit breakers. You
3 turn off the two circuit breakers. And then
4 generally, there is a small screw in the top of
5 the front cover and the bottom of the front
6 cover. You just loosen those two screws.
7 They're captive screws; they stay in the cover.
8 Then you just slide the drive out, and then put
9 the new drive in, in the reverse. Slide the new
10 drive in, tighten the two screws, turn the
11 circuit breakers back on.

12 Q. Does that process involve any type of
13 visual inspection of the drive board that comes
14 out?

15 A. It's possible.

16 Q. What about of the drive board that goes
17 in?

18 A. It's possible.

19 Q. Are there any written materials that
20 would indicate that that should or should not be
21 done?

22 A. Not that I'm aware of.

23 Q. In your experience with the Atlas
24 slitters, this particular 92036 at Proma, did
25 some of the drives need to be replaced or

1 repaired more often than others?

2 A. I don't know.

3 Q. And you said you don't know how long a
4 drive generally lasts, correct?

5 A. No.

6 Q. When one board needs to be replaced, you
7 don't replace all of them, correct?

8 A. No.

9 Q. Is any training given to -- was any
10 training given to Van Leer or Proma employees
11 with respect to any visual inspection that should
12 be done prior to installing a new drive?

13 A. I don't know.

14 Q. Who from Atlas or Valmet would have been
15 responsible for that type of training?

16 MR. KELLEHER: Objection.

17 A. I'm not sure. I'm not sure.

18 Q. But that's nothing that falls within
19 your job description of training operators and
20 maintenance people?

21 A. It could. Especially during this time,
22 there were, like I said earlier, people coming
23 over from the UK. So I don't know specifically
24 who did the training on that machine.

25 Q. Prior to March of 2002, with this

1 accident, do you have any memory of ever telling
2 anyone at Van Leer or Proma that the switch
3 needed to be checked before a new board was
4 installed?

5 A. No.

6 Q. Do you have any information that anyone
7 from Atlas/Valmet told any employee of
8 Van Leer/Proma that the switch on the daughter
9 card needs to be inspected prior to installing a
10 new board?

11 A. I don't have any knowledge either way.

12 Q. As of March of 2002, did you believe
13 that the Proma electricians were checking the
14 switch prior to installing a new board?

15 MR. KELLEHER: Objection.

16 A. Yes.

17 Q. Where did you get that belief, based on
18 what information?

19 A. No information. Just assuming that when
20 you replace a component, you do a comparison, the
21 one you took out, the one you put in. If they're
22 not the same, then you find out why they're not
23 the same.

24 Q. How big is the switch on the daughter
25 board?

1 your independent knowledge.

2 A. Reading from my report, we focused
3 initially on the drive for controlling arm
4 2 left. That particular drive had the switch in
5 the neither position, neither armature voltage
6 feedback nor tachometer feedback.

7 Q. How does it appear when it's in neither
8 position? Hanging straight down?

9 A. No, it sort of sticks up at an angle,
10 because it has tension on it. So that when you
11 hook it, it's trying to pull up, but it can't,
12 because it's hooked under the hook. So when it's
13 not in either position, it sort of points up at
14 an angle.

15 Q. Okay.

16 A. And from there, once we found that that
17 one was incorrect, I just went through all the
18 rest of the drives and checked every daughter
19 board on every drive. And then --

20 Q. Before we get to "and then," what did
21 you find on the inspection of the other drives?

22 A. Reading from my report, 2 left, the
23 switch was in the neither position. 2 right was
24 correct. 1 left was in the wrong position. 4
25 right was in neither position. And 5 left was in

1 neither position. All the rest were correct.

2 Q. How would a switch get into the wrong
3 position?

4 MR. KELLEHER: Objection.

5 A. I don't know.

6 Q. How can a switch -- or what are the
7 possible explanations for a switch being in
8 neither position?

9 MR. KELLEHER: Objection.

10 A. Well, you could say there are several
11 possibilities for that happening. With someone
12 handling the drive, you could accidentally unclip
13 it from the hook. In shipping, being wrapped in
14 bubble wrap, the bubble wrap could put pressure
15 down on the switch and cause it to snap out of
16 the hook. I don't know how Proma stores things
17 like this in their maintenance storage, but you
18 could have one drive sitting on top of the other
19 drive, and the heat sink could actually pop it
20 loose. So there's a lot of possibilities.

21 Q. Could the vibration from the machine
22 itself cause it to unhook?

23 A. No.

24 Q. Do you know if any testing was done to
25 determine that, or is that based on your own

1 personal opinion?

2 A. Personal opinion.

3 Q. Is there any indication to the operator
4 of the machine when a switch becomes unhooked?
5 Would that cause the fault LED light to light?

6 A. No.

7 Q. Is there any indication other than the
8 fault LED light that would indicate to an
9 operator that a switch had been unhooked?

10 A. The fault LED won't indicate that the
11 switch has been unhooked.

12 Q. Is there anything that would indicate
13 that a switch was unhooked?

14 A. No.

15 Q. So there's no way of knowing if a switch
16 is unhooked other than looking at it?

17 A. To my knowledge, yes.

18 Q. Is it your understanding that the
19 switches are set in the correct position before
20 they're sent to Proma?

21 A. Yes.

22 Q. And that would be done by either
23 Atlas UK or Infranor?

24 A. Correct.

25 Q. But you don't know who does it?

1 Q. Oh, okay.

2 A. US, we call them jumpers. UK calls them
3 links.

4 Q. So when you say standard operating
5 procedures is to check the switches, jumpers, and
6 links, that doesn't mean particularly to this
7 Infranor drive board, correct?

8 A. No, this is a general, for anything
9 electronic.

10 Q. And the standard operating procedures,
11 is that a written procedure?

12 A. No.

13 Q. You indicated earlier that the arms
14 lifted up prior to the core being ejected,
15 correct?

16 A. Correct.

17 Q. Were you able to determine the cause of
18 the arms lifting up?

19 A. No.

20 Q. If the speed control switch had been set
21 correctly, would the arms have lifted up?

22 A. No, the two are not related at all.

23 Q. If the speed control switch had been set
24 properly, though, would the core have been
25 ejected?

1 A. No.

2 Q. Because I'm correct that the core was
3 ejected because the speed control switch was set
4 inappropriately or incorrectly, correct?

5 A. That, and the combination of the arms
6 lifting off the winding drum.

7 Q. But I'm just trying to decide, the arms
8 lifting off the winding drum, were you ever able
9 to figure out the cause of that?

10 A. No, we never saw it again, couldn't make
11 it happen again.

12 Q. And if the speed control switch had been
13 set correctly, the fact that the arms lifted up
14 would not have caused the core to eject, correct?

15 A. Correct.

16 Q. Were you able to verify that the machine
17 had reset from the job prior to Mr. Pucillo's
18 job?

19 A. When I got there, it appeared that
20 everything had reset to be ready for the next
21 order.

22 Q. So were you able to eliminate that as a
23 cause of this accident?

24 A. Right.

25 Q. Were you able to determine the precise

1 cause of the accident?

2 MR. KELLEHER: Is that different than
3 the other two causes he's talked about already?

4 MS. COUNIHAN: That's what I'm trying to
5 figure out.

6 BY MS. COUNIHAN:

7 Q. I know that the arms went up, but that
8 wasn't necessarily the cause of the accident,
9 correct?

10 A. Right.

11 Q. The speed control switch was not set
12 properly, and that was a cause of the accident,
13 correct?

14 A. Correct.

15 Q. Were there any causes other than the
16 speed control switch being improperly set, that
17 you were able to determine?

18 A. No.

19 Q. After returning to North Carolina, did
20 you have any meetings with anyone from Valmet
21 with respect to your findings at this particular
22 investigation?

23 A. Not that I recall.

24 Q. Were any changes made to the procedure
25 by which Proma would obtain their boards as a